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G. Reina; L. Ojeda; A. Milella; J. Borenstein;
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Top three technical problems-a survey report [of power s planning]

Sener, P.P. Greene, E.R., Jr.
PHE Consulting Services, Brecksville, OH, USA;

This paper appears in: Power Systems, IEEE Transactions on
Publication Date: Feb. 1997
Volume: 12 , Issue: 1
On page(s): 230 - 244
ISSN: 0885-8950
CODEN: ITPSEG
INSPEC Accession Number:5530391
Digital Object Identifier: 10.1109/59.574944
Posted online: 2002-08-06 21:26:42.0

Abstract
This paper presents the results of a survey of the power system planners across the Unite investor owned, rural electric cooperative and municipal electric companies. The intent of identify the three top technical problems facing power system planners. Results indicate t major concern far the uncertainties in the electric utility industry and the related technical

Index Terms
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New Tokaido line

Fujii, M.

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Publication Date: April 1968
Volume: 56 , Issue: 4
On page(s): 625 - 645
ISSN: 0018-9219
Posted online: 2005-06-28 14:46:36.0

Abstract

This paper describes the technical features of the New Tokaido Line and is composed of Section I presents the historical and social background of the construction of the NTL. Se technical and economic studies on the relation of the NTL to the existing narrow-gauge lin economic influences, etc., which were used in making the fundamental decisions about tr maximum train speed, motive power, etc. Section III presents the features of the operatio Section IV gives a comparison with the narrow-gauge line, describes the features of grou the roadbed, bridges, tunnels, track, buildings, power source, overhead equipment, signa communication facilities, and mentions a study on high-speed train operation of similar fa the Railway Technical Research Institute and on the test run section. Section V discusses since the inauguration of the new line and the measures taken to solve the problems invo the face of an increase of traffic. Section VI describes the present state of maintenance o problems involved. Finally, a general view of the planned New San-yo Line as an extensio of the New Tokaido Line is presented in Section VII.

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Teito rapid transit authority's automatic train operation

Shirai, Y. Ishihara, Y.

This paper appears in: Proceedings of the IEEE
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Volume: 56 , Issue: 4
On page(s): 605 - 615
ISSN: 0018-9219
Posted online: 2005-06-28 14:46:36.0

Abstract

The traffic congestion in and around Tokyo has become intensified year after year, and th to be looked upon as the most effective way of eliminating it, or alleviating it to an apprec The Teito Rapid Transit Authority (TRTA) in Japan has had an automatic train control (AT operation for many years to ensure safety adequately while fully exploiting its service effic ever-increasing population and transport demand, the Authority in its quest for higher effic train operation pioneered in developing an automatic train operation (ATO) system and h the Hibiya Line since 1962. Under the ATO, all train functions-notch-in, power running, co stopping--are performed automatically. The motorman simply presses a pushbutton to sta then runs on safely under ATC and stops smoothly, accurately, and automatically at the n satisfied with the results of tests in regard to the durability, reliability, and accuracy of the regard to riding quality. The Authority is convinced that by putting this new system into op carry on passenger service at a shorter headway, with greater safety and accuracy, and c capacity to some extent. Further study is now under way to improve the system by combi traffic control system and an inductive radio system, in order to exercise group control ove track.

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General survey of the possible applications and developr tendencies of magnetic levitation technology

Rogg, D.
Dornier Systems GmbH, Friedrichshafen, Germany

This paper appears in: Magnetics, IEEE Transactions on
Publication Date: Sep 1984
Volume: 20 , Issue: 5
On page(s): 1696 - 1701
ISSN: 0018-9464
Posted online: 2003-01-06 16:49:44.0

Abstract
The most important versions of the magnetic levitation technique are expounded in the fo programme of the magnetic levitation development in the Federal Republic of Germany in the electromagnetic levitation technique and its development up to operational readiness and accounted for. The present survey emphasizes the main advantages of the levitation specific characteristics, defines fields of application and shows concrete possibilities of us optimum development are briefly pictured.

Index Terms

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Magnetic levitation, guideway transportation

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Motorcycle modeling for high-performance maneuvering

Hauser, J. Saccon, A.

This paper appears in: Control Systems Magazine, IEEE
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26. **Dynamically simulated characters in virtual environments**
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☐ **35. The CMAC based FLC and its application to rear-loading truck problems**
Hung-Ching Lu; Ted Tao;
Fuzzy Systems, 2003. FUZZ '03. The 12th IEEE International Conference on
Volume 1, 25-28 May 2003 Page(s):173 - 178 vol.1

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Reiff, R.; Cooke, J.;
Railroad Conference, 1999. Proceedings of the 1999 ASME/IEEE Joint
13-15 April 1999 Page(s):184 - 195
Digital Object Identifier 10.1109/RRCON.1999.762418

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☐ **37. Optimising vehicle positioning systems on automatic railways-a case stu**
Wallace, P.R.;
Developments in Mass Transit Systems, 1998. International Conference on (C 453)
20-23 April 1998 Page(s):202 - 207

AbstractPlus | Full Text: PDF(532 KB) **IET CNF**

Compensation of axle-generator errors due to wheel slip

Saab, S.S. Nasr, G.E. Badr, E.A.
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Abstract
Significant errors of train axle generators (tachometers) are due to wheel slip and slide. A designed to compensate for these errors. The algorithm identifies the wheel slip and slide variation of the processed vehicle longitudinal acceleration. Whenever wheel slip/slide is vehicle speed is adjusted if a certain condition is met. The adjustment is a simple linear in the two speed values recorded before and after wheel slip/slide detection. In addition, a s acceleration observer using a Kalman filter is implemented. Experimental results using th encoders aboard a freight train are provided to illustrate the performance of the proposed

Index Terms
Inspec

Controlled Indexing
Kalman filters acceleration measurement error compensation interpolation lo tachometers traction velocity measurement

Non-controlled Indexing
Kalman filter error compensation freight train locomotive linear interpolation train axle generators train positioning vehicle longitudinal acceleration vehicle wheel slide wheel slip

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Optimising vehicle positioning systems on automatic rail study

Wallace, P.R.

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Abstract
As Prime Contractor for the Docklands Light Railway System Prime Contract, Booz-Allen venture with Brown and Root Projects Ltd.) was responsible for completing the design an new advanced signalling system, new vehicle fleet and implementing organisational chan integration of the new advanced signalling system with the new vehicle fleet. As the DLR railway system, the control and stopping accuracy of the vehicles was absolutely critical t operation of the system. A major challenge for Booz-Allen was to optimise the on-board s algorithm to stop the vehicles (at stations) reliably within a ±50 cm window for 99.99% of more stringent safety target was to ensure that undetected errors in the train position con accumulate so as to permit a train to stop and enable its doors beyond any station platfor than 10^{-9} per hour. Booz-Allen implemented a detailed design and test programme to opt control algorithm. This paper discusses the process adopted, details the design issues as achieving safe station stops, and presents actual test data collected throughout the test a programme

Index Terms

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Programmable digital vehicle control system

Lang, R.P. Freitag, D.B.
The Boeing Company, Seattle, Washington
This paper appears in: Vehicular Technology Conference, 1978. 28th IEEE
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Posted online: 2006-06-19 10:22:17.0

Abstract
The Programmable Digital Vehicle Control System or PDVCS is based upon the Intel 808 and is designed to replace the hardwired, discrete components traditionally used in the on automated rapid transit vehicles. Although designed specifically for the Advanced Group system under development by The Boeing Company, with funding by the Department of T PDVCS can easily be adapted for use in any automated transit system. A breadboard PD programmed to perform the basic AGRT longitudinal control system functions, including c emergency braking, and has been subjected to closed-loop laboratory testing. Prototype 7th order nonlinear analog computer simulation of motor, brake and vehicle dynamics we control loop for test purposes; command scenarios were input manually. The test results feasibility of microcomputers in on-board vehicle control and show their capability to meet requirements associated with a short headway (3 second) system.

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Learning based on conceptual distance

Kodratoff, Y. Tecuci, G.
Lab. de Recherche en Inf., Univ. de Paris-Sud, Orsay, France;

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Abstract
An approach to concept learning from examples and concept learning by observation is p based on a intuitive notion of conceptual distance between examples (concepts) and com numerical methods. The approach is based on the observation that very different exampl expression that is very far from each of them, while identical examples generalize to them idea the authors propose some domain-independent and intuitively justified estimates for distance. A hierarchical conceptual clustering algorithm that groups objects so as to maxi cohesiveness (a reciprocal of the conceptual distance) of the clusters is presented. It is sh clustering can improve learning from complex examples describing objects and the relatio

Index Terms
Inspec
Controlled Indexing
artificial intelligence knowledge acquisition learning systems

Non-controlled Indexing
artificial intelligence cohesiveness concept learning conceptual distance hier conceptual clustering knowledge acquisition numerical methods symbolic me
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